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gives a striking picture of the strenuous efforts on the part of that country to make for itself a place in the industrial world.

The monograph begins with a general introduction of some forty pages dealing in general with the sources of raw cotton for Japan. It seems that the cotton plant was introduced into the country somewhere about the fourteenth or fifteenth century. The culture was somewhat successful. For a decade or two following 1870 strong attempts were made by the government to encourage the culture of cotton to such an extent as to supply the home market. This attempt was a failure for two reasons: the only cotton that grows well in Japan is of a short and rather coarse variety which does not lend itself to satisfying the increasing demand for a strong, fine thread; and secondly, land being at a premium can be made to yield bigger returns by intensive cultivation of other crops. The production of cotton in Japan for 1906 was less than one-fourteenth of what it was in 1887. The East Indies now contribute about three-fifths of the cotton for the Japanese factories; the United States, somewhat less than one-fifth; China, about one-sixth; the balance coming from various parts of the world. Altogether about 6 per cent of the world's cotton crop, or more than a million bales, are consumed annually in the Japanese factories.

By running her factories night and day Japan transforms into thread this 6 per cent of the world's cotton with but 1 per cent of the world's spindles. Owing largely, no doubt, to the large percentage of women and of persons of both sexes under age—children from ten years upward being freely employed—the efficiency of the individual worker is relatively small. The wages are naturally low and the hours average eleven per day of actual work. Homes are generally built by the spinning companies and rented to the workers at somewhat below the regular price. The companies also, as a general rule, contribute in some way toward the board of the employees. German paternalism, whether wisely or unwisely, seems to have been in various ways not only copied, but outdone. The monograph is a distinct contribution on the subject of recent economic history.

Les Abonnements d'ouvriers sur les lignes de chemins de fer Belges. By ERNEST MAHAİM. Brussels: Misch & Thron, 1910. 8vo, pp. xv+259.

This is a tenth publication of the "Institut Solvay," under the head of "Notes et Mémoires." It gives the results of a careful and detailed study of the plan so highly developed on the Belgian state railroads of providing at low rates facilities for the transportation of workmen to and from their places of employment. The plan has been in operation there for over forty years, and has been rapidly growing in proportions. Only ordinary wage-earners are allowed to avail themselves of this privilege. Special cars or compartments are provided. Some two hundred thousand workmen are transported daily by this plan and at a rate which varies with the distance and the number of

rides per week, some workers buying but one ride and walking back on Saturday night while those at the other extreme buy two rides per day seven days in the week. When the latter is the case and when at the same time the distance traveled is at a maximum, the fare is brought as low as 0.262 centimes per kilometer, i.e., about one-tenth of a cent per mile. The report shows that the result of such an arrangement, like our industrial system itself, has its advantages as well as its disadvantages. It gives the worker a wider market for his labor, but on the other hand increases the competition of one worker with another. It allows the family to live in the suburb or in the country, but family life is badly broken up by the father, as a rule, leaving home early in the morning and returning fatigued late at night, if he returns at all during the week.

The intellect of the worker who makes use of this transportation arrangement to seek work in different and relatively distant places is naturally quickened and improved by the wider experience and more varied contact; but the very opposite is apt to be the case with his morals. The effect upon wages in general has been to lower wages relatively in the industrial centers and to raise them for farm labor. However, abandonment of the plan, according to the author, is not thought of. Improvement and removal, or amelioration, of the evils are the things for which to strive. The report is unusually well supplied with maps and diagrams and, like others of the "Instituts Solvay" reports, is out in excellent form.

The Making of a Great Canadian Railway. By F. A. TALBOT. Philadelphia: J. P. Lippincott Co., 1912. 8vo, pp. 349. \$3.50 net.

Coming from the pen of a man who accompanied the engineering party for the express purpose of describing one of the most remarkable engineering feats of modern times, this book, as indicated by its subtitle, presents "the story of the search for, and the discovery of, the route, and the construction of the nearly completed Grand Trunk Pacific Railway from the Atlantic to the Pacific, with some account of the hardships and stirring adventures of its constructors in unexplored country." The romantic account of the pioneer survey, the scientific survey, and the thrilling adventures of those engaged in the task of construction is interestingly told with all the embellishments of the author's lucid but extravagant style. The attractiveness of the book is enhanced by forty-three well-selected illustrations.

While the book is primarily descriptive and the treatment essentially popular, there is much of special interest to the economist. In chap. i he will find an account of the financing of the enterprise and the relation of the Dominion government to it. In this connection Mr. Talbot is lavish with his encomiums. In chap. xxv an attempt is made to foresee "the future of the railway and its influence upon Canadian and international commerce." The author attaches very great importance to the fact that over no portion of the